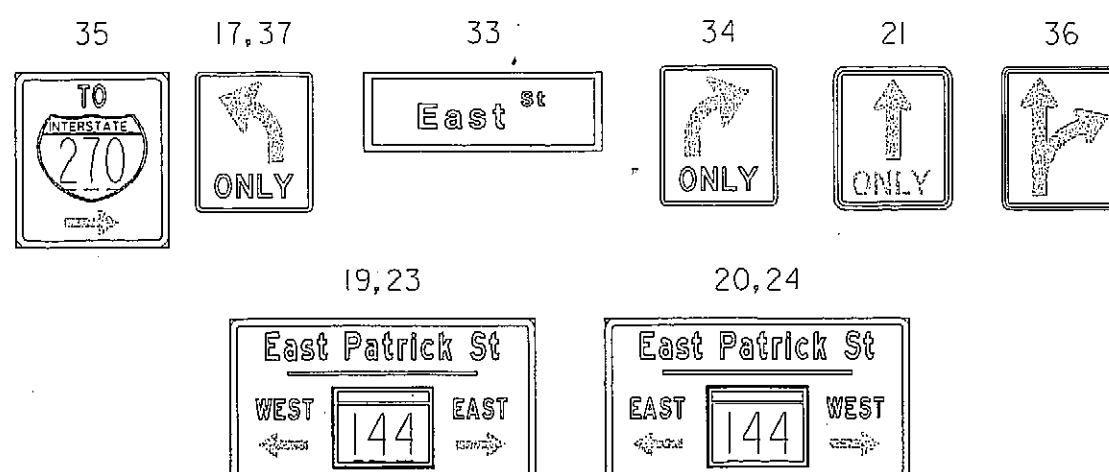


EAST STREET IS ASSUMED TO RUN  
IN A NORTH-SOUTH DIRECTION

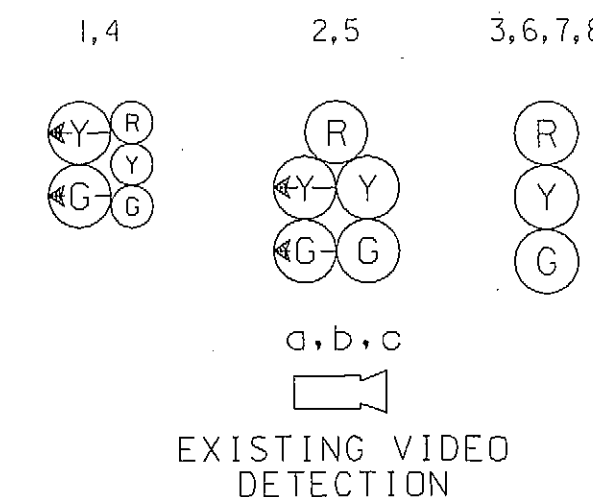
### EXISTING SIGNS TO REMAIN



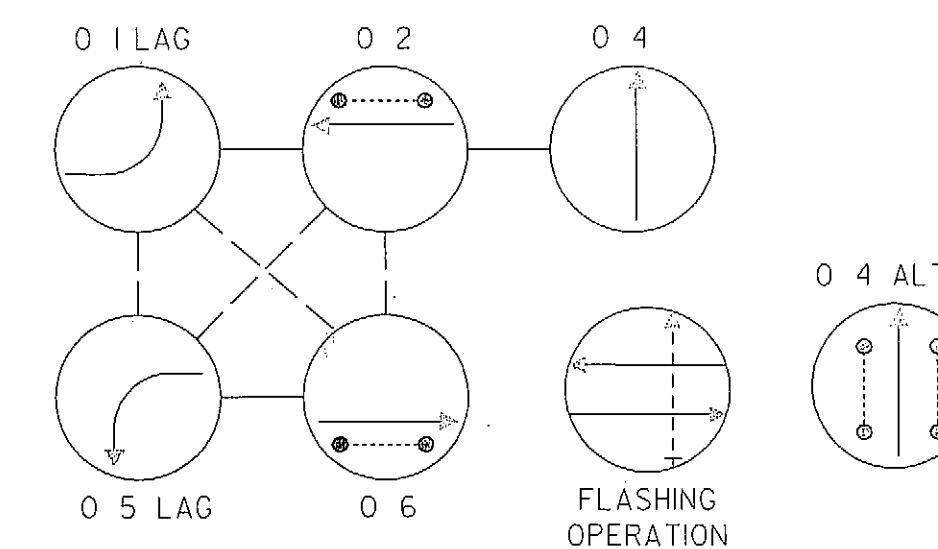
### PROPOSED SIGNALS



### EXISTING SIGNALS TO REMAIN

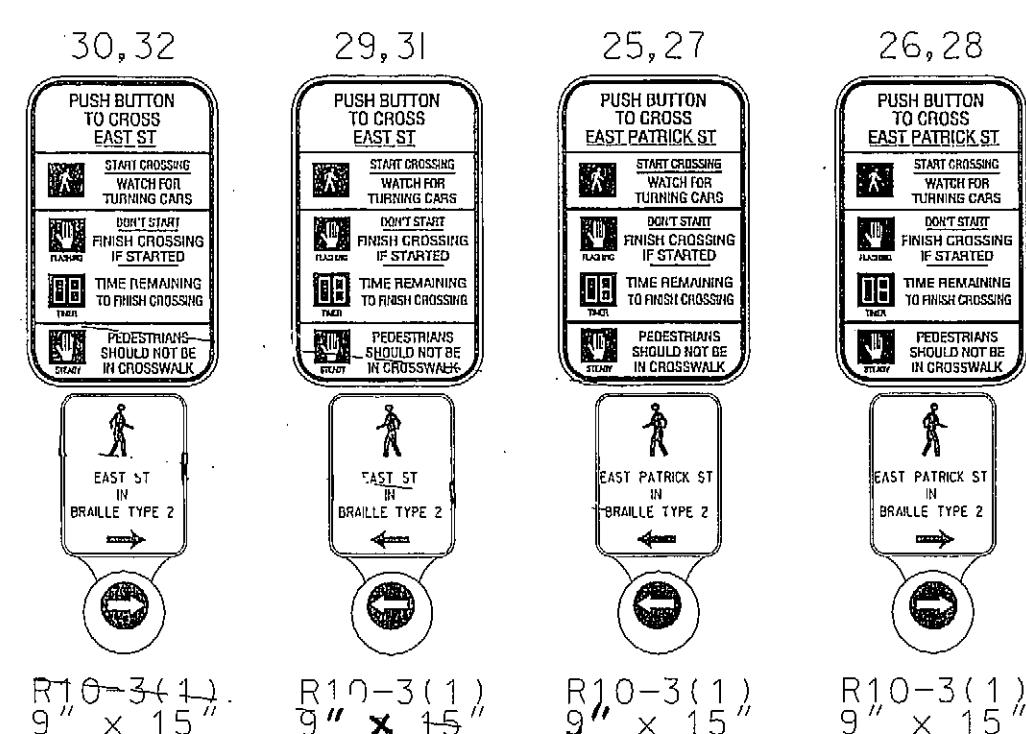


### NEMA PHASING



- NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
  2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

### PROPOSED SIGNS



### EXISTING SIGNS TO BE REMOVED



### SIGNALS TO BE REMOVED



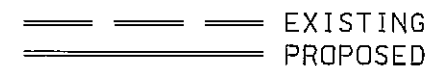
### CONSTRUCTION DETAILS

- INSTALL 5 FT. BREAKAWAY PEDESTAL POLE ON MODIFIED BASE (MD 801.01-01). AUDIBLE/TACTILE PEDESTRIAN PUSH BUTTON AND SIGN (NOTE: INSTALL 1-3\"/>
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE ON MODIFIED BASE (MD 801.01-01). 16\"/>
- USE EXISTING POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS. INSTALL 16\"/>
- INSTALL 3 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
- USE EXISTING CONDUIT
- USE EXISTING HANDHOLE
- REMOVE EXISTING PAVEMENT MARKINGS
- INSTALL 12\"/>
- USE EXISTING CABINET
- ADA RAMPS, CUT THROUGH, CURB, SIDEWALK (CONCRETE AND BRICK) AND DETECTABLE WARNING SURFACES TO BE INSTALLED PER THE SIDEWALK PLANS
- REMOVE PEDESTRIAN SIGNAL POLE AND FOUNDATION
- REMOVE OVERHEAD SIGN
- USE EXISTING POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS. INSTALL 16\"/>

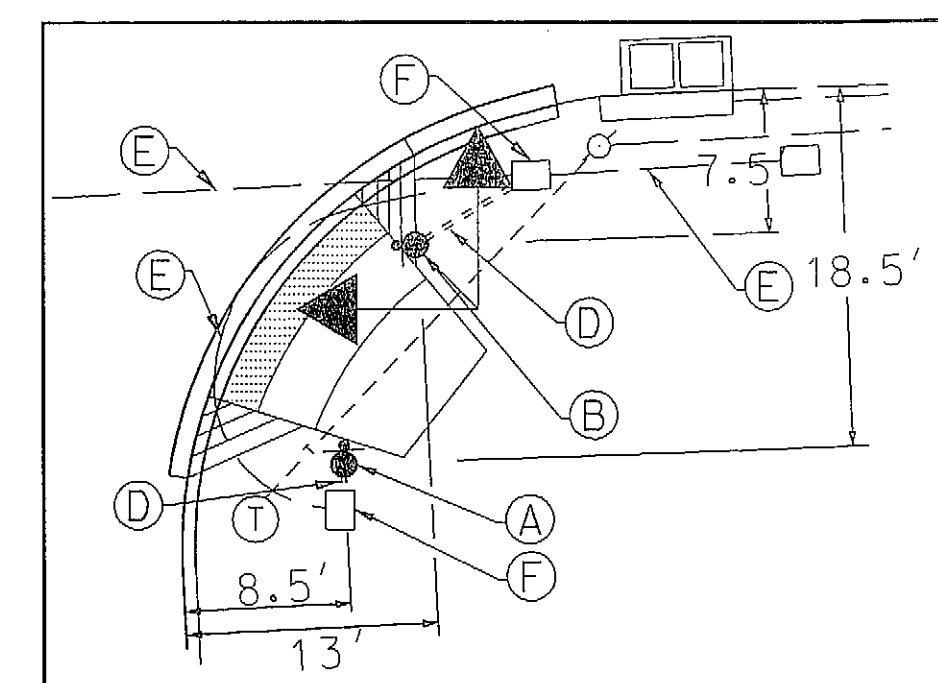
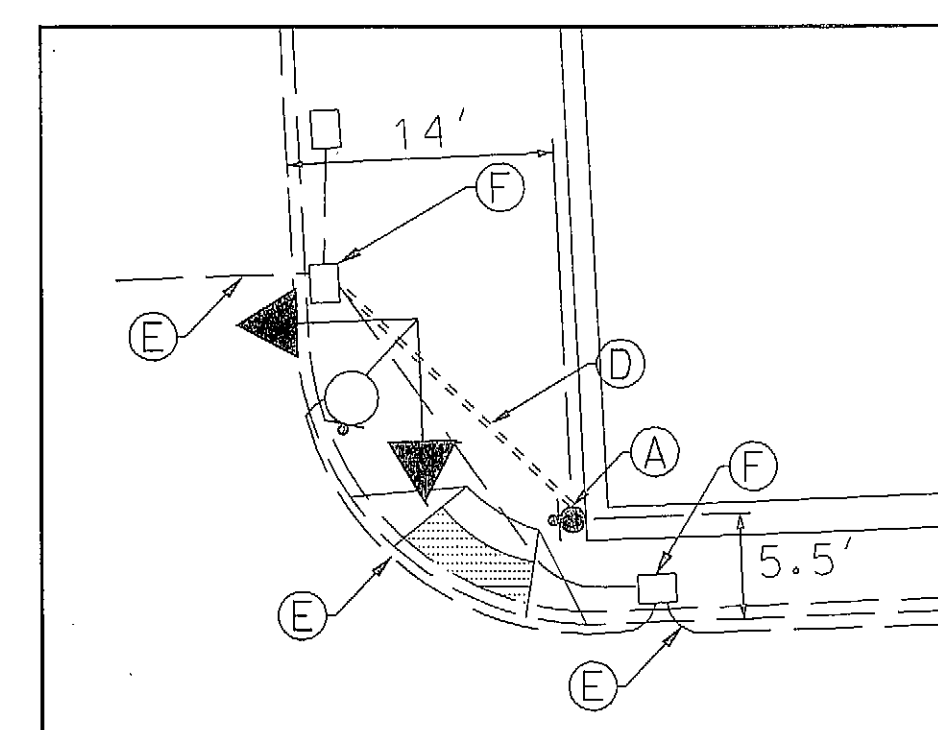
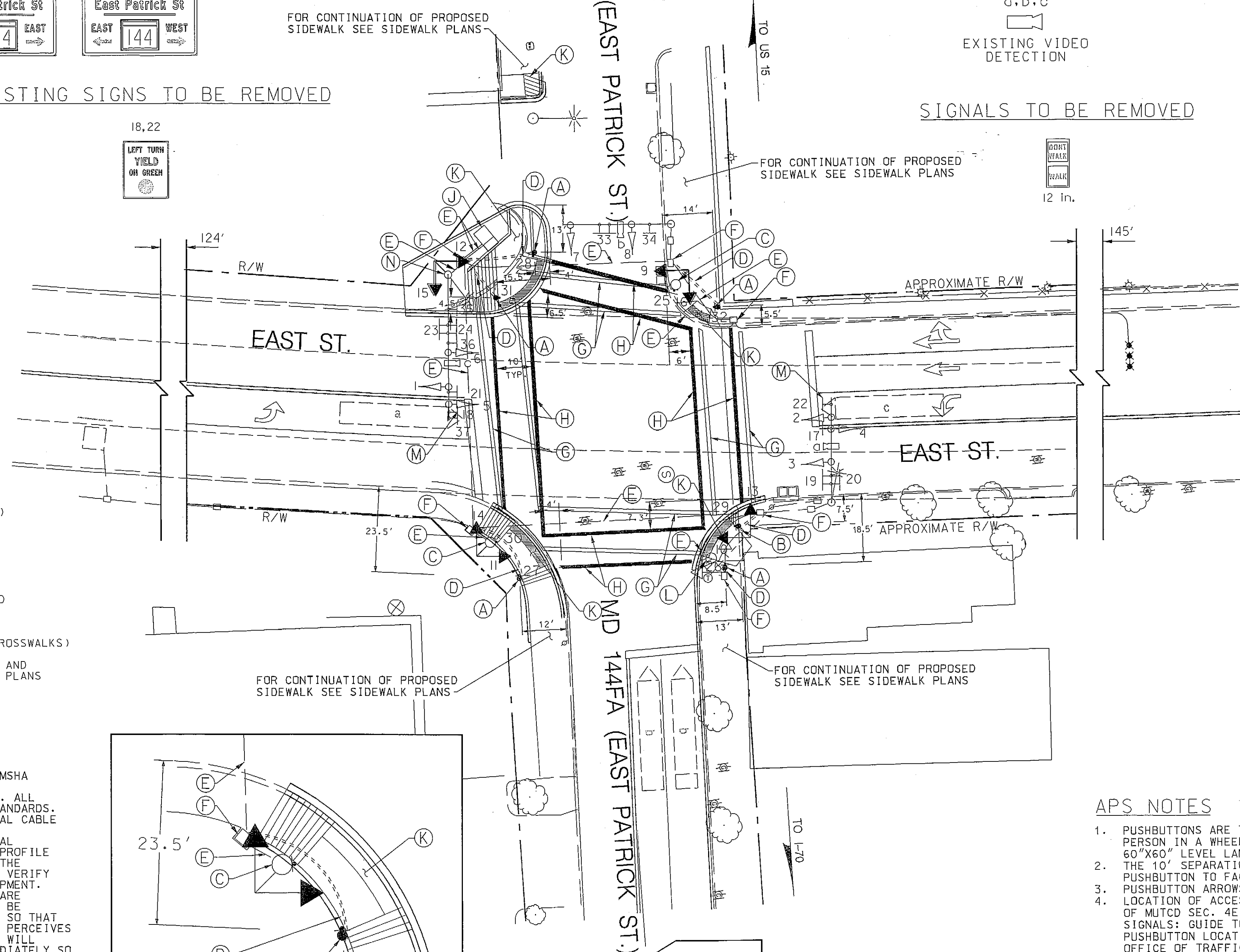
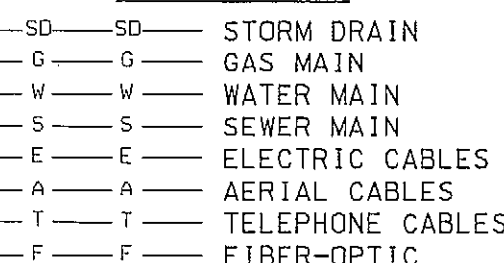
### GENERAL NOTES

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
2. FOR FINAL SIDEWALK RAMP DETAILS, REFER TO THE SIDEWALK PLANS. ALL SIDEWALK RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
7. THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.
8. THE QUANTITY FOR CONCRETE SIDEWALK/BRICK PAVERS REPLACED AS A RESULT OF THE INSTALLATION OF SIGNAL EQUIPMENT SHALL BE ACCOUNTED FOR WITH THE QUANTITY OF CONCRETE SIDEWALK/BRICK PAVERS SHOWN IN THE SIDEWALK PLANS.
9. ALL SIGNAL POLES SHALL BE PAINTED BENJAMIN MOORE BRONZETONE, PER THE CITY OF FREDERICK STANDARDS.

### GEOMETRIC LEGEND

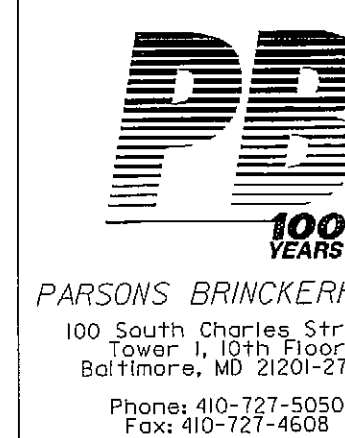


### UTILITY LEGEND



### APS NOTES

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18\"/>
2. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE. IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.



APPROVALS	
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
A	APSCOPS MODIFICATION TMS# K210
B	CONTRACT #AX705058
C	CSW (MD) ROE 2010/03/19/19
D	RED LINE #5 TMS#
E	CONTRACT # 019001
F	MAR DAZ BRK BRK

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 144FA (EAST PATRICK STREET) AND EAST STREET  
SIGNAL MODIFICATION  
FREDERICK, MARYLAND

### TRAFFIC SIGNAL PLAN

SCALE 1"=20'	DATE NOVEMBER, 1998	CONTRACT NO.
DESIGNED BY DKA	COUNTY FREDERICK	
DRAWN BY CPT	LOGMILE 10A14404.71	
CHECKED BY BJH	TMS NO. K210	
FAP NO.	TOD NO.	
TS NO. 3841A	DRAWING SG-01 OF 2	SHEET NO. 01 OF 02

PLOTTED: Tuesday, March 16, 2010 at 2:01:20 PM  
FILE: p03-P001\_T3841A.dgn